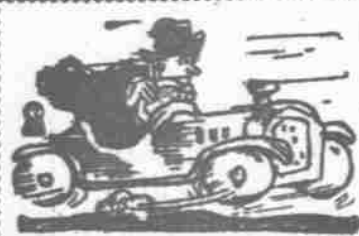


Is Your Car Ready For Those Trips For Rest and Recreation This Summer

The Harder a Man Works The More He Needs a Little Play



???????

AND

ANSWERS

BY

Llewellyn Powers Jones

Editorial Note: In the absence of our mechanical expert, Mr. Llewellyn Powers Jones, the Questions and Answers have been left in the capable hands of his secretary—

MISS GWENDOLINE O'HOLLORAN.

It's the Nature of the Brute.

"My Flivver runs perfectly on all occasions, but I am much annoyed by a grinding noise which takes place when I throw it into reverse. What is the cause of this and the cure for it?"

"DETROIT."

If they didn't do that it wouldn't be one. They don't like to back out of anything; that's why they use so many in the war zone.

See Mr. McAdoo.

"I am contemplating a trip to San Francisco and am unacquainted with the route. Will you be good enough to tell me what is the best road to take to Chicago and from there to San Francisco?"

"TOURIST."

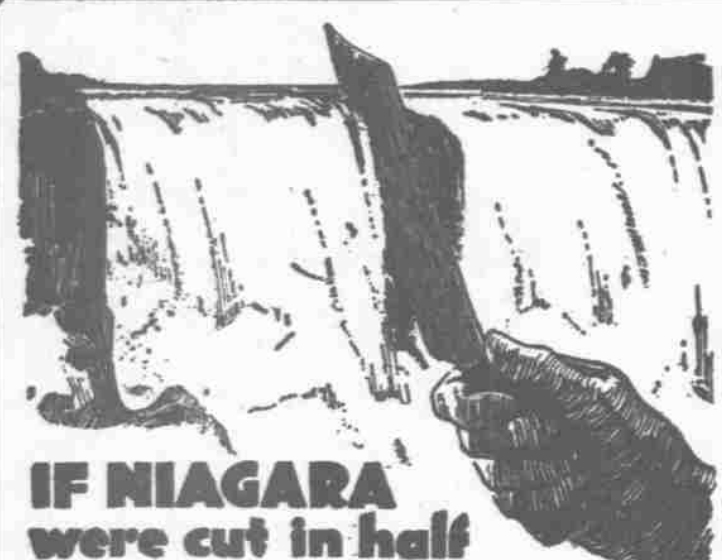
Pennsylvania to Chicago and Chicago and Northwestern from there out. That's the way we went to the fair.

Yes!

"I have just come to Washington to do war work and brought my car with me. I find it lonely here, and would like to know some lady who is fond of motoring who would accompany me in short runs to the country heresabouts and for longer trips on Sunday. Can you suggest some one or some way of meeting such a girl?"

"STRANGER."

Stranger, The Times office is in the Munsey building on E street, between Thirteenth and Fourteenth and we are out at 5 p. m. We come out the main entrance.



—so that only a part of its power could be utilized, it would stand as a natural illustration of a sulphated battery.

Ruinous sulphation is the one reason why, when out on the road, your battery gradually but surely loses its capacity for charge, despite the intermittent efforts of the charging generator.

Ruinous sulphation is the one cause for a battery going bad when it stands idle on discharge.

It is ruinous sulphation that necessitates the expense and annoyance of off-the-car charging which is often nothing more than a harmful overcharge to remove this sulphation at the sacrifice of ultimate battery life.

It is the one disease common to all lead-acid batteries except the

EVEREADY

Storage Battery—the only guaranteed non-sulphating battery.

EVEREADY Batteries are made in sizes and styles for every make of car, every size and style of battery box.

Eveready Service Stations

Location	Name
Alexandria, Va.	Remmel Auto Sales Co.
Berryville, Va.	Berryville Garage.
Culpeper, Va.	Central Garage, J. S. Buckner, Prop.
Christiansburg, Va.	Dunlap Auto Co.
Fredericksburg, Va.	W. B. Jenkins Motor Co.
Harrisonburg, Va.	Harrisonburg Garage.
Luray, Va.	Schuler & Graves.
Lynchburg, Va.	Hudson-Morgan Electric Co.
Louisville, Va.	Louisville Hardware Co.
Orange, Va.	Rickett's Drug Store.
Pocahontas, Va.	Southwest Motor Car Co., Inc.
Pulaski, Va.	City Garage.
Roanoke, Va.	Richardson-Wayland Electric Corp.
Staunton, Va.	J. L. Baucher.
Woodstock, Va.	Valley Garage.
Winchester, Va.	Winchester Auto Sales Co.
Wytheville, Va.	Shores Motor Co., Inc.
Washington, D. C.	Dupont Battery Co.
Washington, D. C.	Kalorama Garage.



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Just a Reminder That These New Traffic Rules Are in Effect Today

Unlimited Parking Zones.

Except on parade days, parking for unlimited periods is permitted on these streets and avenues:

East side Fourteenth street, between I and K.

South side K street, between Thirteenth and Fourteenth.

North side I street, between Thirteenth and Fourteenth.

Pennsylvania avenue, Seventh to Fourteenth street (center parking).

New York avenue, Ninth to Thirteenth street (center parking).

New York avenue side and I street side of small reservations in front of Masonic Temple.

C street, between Fourteenth and Fifteenth.

D street, between Fourteenth and Fifteenth.

E street, between Twelfth and Fifteenth.

Ohio avenue, between Twelfth and Fifteenth.

Fourteenth street, between B and D.

Fifteenth street, between B and D.

Louisiana avenue between Fifth and Seventh.

Two-Hour Parking Zone.

South side of E street, between Thirteenth street and Pennsylvania avenue.

Eleventh street, between Pennsylvania avenue and F street.

Vermont avenue, between H and I streets northwest (center parking, with spaces marked off by the Police Department).

Madison and Jackson places, except between building lines of Sixteenth street prolonged.

West side of Madison place, Pennsylvania avenue to H street.

South side of E street, south side, from a point 175 feet west of the west building line of Fifteenth street to the east building line of East Executive avenue (north front Treasury building).

F street, between Fourteenth and Fifteenth streets (center parking).

Eight street, between E and F streets, both sides.

Eight street, between G and New York avenue, both sides.

F street, between Fourteenth and Fifteenth streets (center parking).

Thirty-Minute Parking.

All other streets in congested section not named in other zones.

No Parking At All.

G street from Fifteenth street to alley in rear of Riggs building.

Fourteenth street, between New York avenue and H street.

West side of Ninth street, between E and G streets.

East Executive avenue.

Roadway immediately south of the Treasury building.

Pennsylvania avenue, between East Executive and West Executive avenues.

One-Way Streets Only.

E street northwest, between Thirteenth and Fourteenth streets, immediately north of and intersecting with Pennsylvania avenue, eastbound traffic only.

E street northwest, between Thirteenth and Thirteenth-and-a-half streets, immediately south of and intersecting with Pennsylvania avenue, eastbound traffic only.

F street, between Seventh and Ninth streets, eastbound traffic only.

G street, between Seventh and Ninth streets, eastbound traffic only.

Mt. Vernon place, between Seventh and Ninth streets, westbound traffic only.

Ninth street, between F and G streets, no northbound traffic and no southbound traffic on east side except that concerned with the Patent Office.

Don't sneer at slackers until you have paid your income tax.

Preparing the Car for the Tour

At this season of the year when every car owner's thoughts turn inevitably to matters pertaining to tours long or short, a few words in regard to the sort of preparation for such a trip that spells the difference between pleasure and annoyance, will hardly be amiss. It may be that with the strain of war upon all of us, we shall not have as much long distance touring this summer as in the past few years, but appearances are against any such assumption. At the present time it looks as if the psychological factor of desire for relaxation from long continued strain was going to send American motorists on the road this season even more than in the past.

Any veteran motorist who has made a tour in a car that was not properly groomed and prepared for the ordeal of long continued driving over all sorts of road surfaces, will need no hint to give his vehicle all needed attentions before he starts out on the road. The newcomer in motoring circles, however, may not have realized the need for this previous care and to him especially we address our remarks, although we may be able to suggest something even to the veteran.

The preparation for the tour, as far as the car is concerned should consist of a careful and detailed inspection of the mechanism and the packing of all spare parts that may in ordinary circumstances be needed, supplemented by filling out the tool kit with potentially useful "weapons."

The first two items which ought to have attention are the brakes and the steering system. These come first because under very imaginable circumstances the lives of those in the car may depend on the proper functioning of these two systems. If there is excessive play in the steering system, it should be taken up and parts demanding lubrication should have it. The brakes should be tested to see if they are functioning properly. If the linings have been in service for a long time, they should be renewed; better a little trouble beforehand than accident or a delay on the road to reline brakes. Be sure that the brakes are exerting an even pressure and if lack of holding ability has developed in one side, adjust until they are equal in holding power again.

The lubrication system ought to be completely gone over, grease and oil cups should be refilled. It is an admirable idea to drain out the crankcase and rear axle housings and, after flushing them out with kerosene, to install fresh oil.

Next the ignition system should have a careful going over. If there has been any sign of trouble in this unit, run it down before starting on the trip. There is nothing more annoying than to have ignition trouble on the road and have to hunt for the cause and cure perhaps under a broiling sun and in a dusty road. It is a wise precaution to cover all such units as the ignition, starting motor and lighting generator with some protection that will exclude moisture and dirt, for these are parts subject to ready derangement from water.

It is important that the cooling system of the engine shall be in good shape for an extended tour under hot weather conditions. Presumably the radiator has been cleaned out early in the spring, but it will be wise precaution to drain the cooling system and refill it before starting on the tour. Incidentally, one of the devices that tell what the temperature of the water is, will prove a wise investment, especially if the tour is to include a mountainous section.

The wiring system should be minutely examined for possible breaks and this applies to the wires that carry the current to the lights as well as to the ignition. The battery must start the trip fully charged and filled up to the proper level with distilled water.

The question of spare parts, tools, etc., creates some real problems, but these depend largely on where the trip is to be taken. If the route lies through thickly settled country where garages and repair shops will be encountered every few miles, the extra equipment may be cut down to the minimum. On the other hand the man who sets off on a trans-continental, must be prepared to be pretty nearly self-sufficient. It is important not to overload the car and the wise motorist will allow for the extra weight to be carried by pumping up his tires just a little harder than ordinarily.

Every car ought to have a block and tackle, tow rope or one of the excellent pull out devices now on the market, because it is just as easy to get stuck in a mud hole in New York State as in the sand of the desert of Gobi, and just as hard to get out if you haven't the proper aids.

Undoubtedly tires give most tourists more worry than all the rest of it, put together. To feel comfortable the car ought to have enough tires and tubes to meet ordinary emergencies. Two new casings, with four ordinarily good shoes on the wheels, should be enough. It is a good plan to carry one of the small vulcanizers now available and mend small holes during luncheon hour along the road. Incidentally, a power tire pump should be installed for any tour, if it is not part of the equipment. You will not care to punctuate your trip by frequent backbreaking exercises on the hand pump.

Now for the spams. First comes a set of spark plugs and extra bulbs for the lamps. Valve springs certainly should be carried and a whole valve assembly is not at all out of order for a long tour. Some high tension ignition cable as well as lighting wire, will be advisable. If the tour is to be very long and through sparsely settled country, the spare equipment carried will be largely increased.

Finally, just before the car is ready to start, I would go all over the chassis and draw up tight such parts as spring clips, motor fastenings, radiator supports and all the many nuts and bolts about the chassis and body. The car that has been treated in this way will pay dividends of freedom from worry by the driver, that will repay the work done times over.

AUTO PLANTS WILL CURTAIL OUTPUT OF PASSENGER CARS

Before another year has passed a very material and surprising reduction will be made in the number of passenger cars built by American automobile manufacturers in the record year of 1917, when the output was about one and three-quarters million machines.

This curtailment of output is inevitable. No government request or order will be required. A maker's agreement will not be necessary. The reason is obvious. C'est la guerre. "Uncle Sam has called upon the automobile makers of this country to supply him with thousands of fighting men and thousands of motor trucks, and in order to furnish both the production of passenger cars must be curtailed," said George M. Dickson, president of the National Motor Car Vehicle Corporation of Indianapolis. "Manufacturing schedules must be cut until it hurts, and then cut some more. There is no other alternative."

The orders for military trucks are continually increasing as the Government adds more men to its fighting forces and army officials decide to motorize old divisions that heretofore depended on horses and mules for transport. Under normal conditions there is no doubt that the passenger car factories would be able to fill these truck orders without sacrificing their regular production.

Now the number of men who are competent to build these trucks is steadily decreasing. They are enlisting in the several branches of the service or their numbers are being called in the draft. "As these mechanics discard their shop clothes the manufacturers that have Government contracts must call upon the reserves in order to deliver the trucks on schedule time. These reserves are employed in the manufacture of passenger cars."

"The curtailment of the passenger car output should not be interpreted as an indictment of the passenger car as a non-essential. The Government realizes that the need for passenger cars was never as great as it is today. There are a means of doing more work in less time and with fewer men. Like the trucks, they have proven to be a vital factor in the relief of the overburdened railroads."

"But the military trucks come first. Because of this impending curtailment of the passenger car production, the warning cry of 'Buy your automobile now' never had a more sincere and truthful ring."

PRACTICAL PARAGRAPHS Of Interest to Owners of Automobiles

Brake Application.

Remember that the car will stop more quickly and with less shock if the brakes are applied intermittently, than if they are jammed on, thus sliding the rear wheels. This method of putting on the brakes also prevents skidding. In action the brakes should be applied, then released, then applied, then released, until the car comes easily to a stop. Keep the clutch engaged just long enough not to stall the motor.

The Grease Gun.

In using a grease gun to fill compartments with lubricants, it is a mistake to thrust the nozzle deep into the hole, as this makes the gun hard to operate and results in a lot of the grease leaking out of the case. When grease enters the case, it displaces a certain amount of air, which must be able to leave the compartment. If the gun is covering the hole the air cannot get out quickly and you are working against this air pressure. Care should be taken also that no dirt from around the plug gets into the hole, when lubricant is being forced in. Before removing the plug, clean the space around it thoroughly of all foreign matter and this applies to oil holes as well as those intended for grease.

Carburetor Adjustments.

In making carburetor adjustments, an operation the owner usually performs when the engine is cold, the new adjustment should be given a chance to prove itself before another change is made. That is, after making a change the engine should be run for a couple of miles, even if it misfires at the beginning while it is still cold. It may be that after it has warmed up to normal running temperature, the new adjustment will prove satisfactory. Give each new adjustment a thorough try-out.

Sticking Screws.

When a screwdriver bit refuses to take firm hold of a screw slot a little emery dust sprinkled in the slot may do the trick.

Exhausted Dry Batteries.

When dry cells are used for ignition and the cells are near exhaustion, it may be difficult to get the motor to start, particularly if it is a big motor. Try using the storage battery that supplies current for the starting motor, as a temporary source of ignition current. A six volt storage battery will give as much current as five dry cells, which is the usual ignition equipment. However, if the starting system has a voltage of twelve or higher, it will probably injure or burn out the coil. Use only three cells of the 12-volt battery.

An Obsolete Knock.

An obscure cause of knocking was recently discovered, in a crankhandle, which stuck so that the gage at the end touched the ratchet on the end of the crankshaft. In this way the two parts would strike as the crankshaft turned over, causing an annoying knock.

Careful with the Flaps.

It sometimes happens that a tune flap hurriedly inserted, folds and extends out under the head. The head is strained and the side wall breaks, giving the accident every appearance of a rim cut. Also a flap that is creased or folded in the casing, will produce a pinched or cut inner tube. **Soft Metal Holes.**

The part of a flat file, which extends down into the handle, makes an admirable tool for enlarging a hole in soft metal, simply by thrusting it into the hole and working it carefully around. It will not make any impression on hard metal, however.

Laying Out Routes.

Here is a most practical touring hint. In laying out tours on the map, use a piece of fine chain, such as is sometimes used to hold eyeglasses. This chain is so flexible that it can be laid on the roads to be followed and it is then a simple matter to measure the chain and ascertain exact distances, by reference to the scale on the map.

Overheating Radiator.

In cases where overheating is a chronic motor trouble, it may be cured by installing a two-quart cap of appropriate shape behind the radiator and connecting it top and bottom with the inlet and outlet of the radiator, so as to permit the water to circulate enough water to the original contents through this extra can. This will add of the radiator to prevent further overheating. It is particularly adapted to thermosyphon systems.

Chain Retainers.

Ordinary screen-door springs hooked across the wheels and fastened to the tire chains will keep these latter taut and prevent their loss. Use one spring on each side of the wheel.

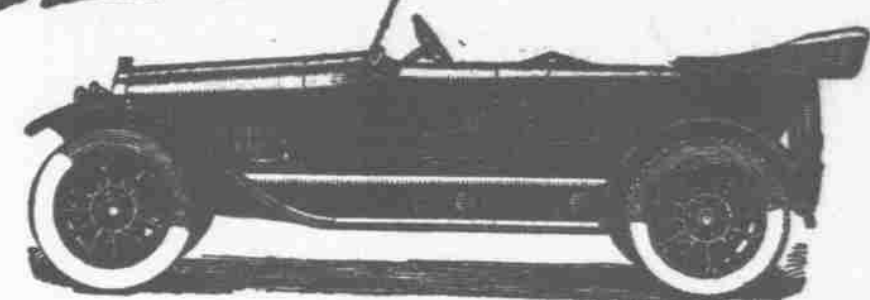
EXPLOSION IN WAR PLANT.

LONDON, June 1.—Three persons were killed and two injured by an explosion in a munitions factory in the north of England on Friday afternoon. It is officially announced. The material damage was small.

Income Tax or war indemnity. Have you your Income Tax Receipt?

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Sixes

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A 120-in. Wheelbase In This \$1350 Six

IT IS the longest Six, the roomiest, sturdiest, hand-somest Six which is sold at that price now. The motor is the latest type of 40-horsepower Six. It's a high-speed motor, and very economical.

The rear springs are shock-absorbing, so the car is a marvel of comfort. The equipment is extra complete. And the exquisite bodies give it distinction in any crowd of fine cars.

There is nothing in its price class this year comparable with this car.

An Expert Creation

Every important detail is designed and produced by a specialist. In the past year many new experts have been added to the Mitchell staff, most of them masters of endurance.

They have built this car to meet export requirements. In many parts they have added much over-strength. They have fixed new standards and new tests, to insure that any part can meet any super-strain.

No car in this class was ever built to such extreme requirements, in sturdiness and endurance.

This is the car you will choose in this class. In this price-class there is nothing that compares.

A Model Factory

Mitchell cars are built complete in a mammoth model plant. Experts have spent years to equip this plant to produce the six-type economically.

All these extra values are due to scientific methods. They come from saving waste.

\$1350 f. o. b. Racine

120-Inch Wheelbase
40-Horsepower Six

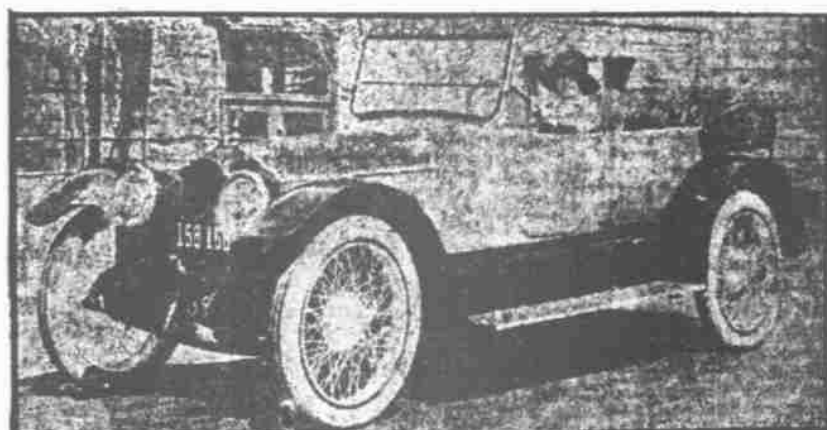
\$1625 f. o. b. Racine

127-Inch Wheelbase
48-Horsepower Six

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